

## EL PASO HERALD

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## Car Service in the West End

HERE is great need for better street car service in the west end of town. The smelter line carries an enormous traffic and the through traffic to and from the smelter and cement works would be enough to strain this line without burdening it with the general traffic into the residence sections of Mundy Heights and Sunset Heights.

The conditions of travel created by the large movement to and from the great industrial plants west of the city, make the transportation between the business center and the west end residence sections very unsatisfactory in many ways. The cars are nearly always greatly crowded, and the conditions especially bad for women and children.

The very heavy traffic over this line must also, as the line now runs, be carried up over a big hill and down again, each way.

All of these difficulties could be avoided if the railway company would construct a new line to take care of the smelter and cement works and valley traffic, which new line should run along West Missouri and Gladstone streets, along the lower level, thus avoiding the hill climb in both directions.

The line up North Oregon street and West Rio Grande, serving Sunset Heights and Mundy Heights, could then be operated as a loop and return to the city either over the same track from Mundy Heights or else on the new tracks to be constructed on the lower level.

This would give an excellent service to the hill districts, and would also serve many hundreds of people living along Gladstone, Upson, Prospect and other streets, now having no street car service whatever.

In order to avoid increasing the congestion on North Oregon street, it would be well for the Electric Railway company to run the new smelter cars from the transfer station west through Pioneer plaza and along San Francisco street as far as Santa Fe street, then turn north on Santa Fe to West Missouri and then west towards the smelter.

This would be much better than to run into Oregon street, either at Franklin or Missouri streets, and the transfer problem would be handled equally well. A new transfer station could be established at the corner of El Paso and San Francisco streets to take care of the very heavy interchange of traffic between the Judrez line and the smelter and cement works line, thus greatly relieving the congestion at the Sheldon corner.

It is to be hoped that this great improvement will be undertaken by the electric company during the current year.

The mother-in-law comes forward to take her place again in the day's literature. She killed her son-in-law down in Tennessee and the old joke can be resurrected again.

Mayor Gaynor of New York has sweet words for Tammany, but the appointments are going elsewhere. Tammany can't thrive on sweet words; appointments would suit the tiger much better.

If you want to vote for Hall or against him, you've got to have a poll tax receipt and it must be taken out this month. Don't forget this. Pay now.

## San Francisco's Municipal Railways

SAN FRANCISCO is going to set the pace for the United States in the matter of operating municipally owned electric street railroads.

That city has just voted a bond issue of a little over two million dollars with which to construct eight miles of conduit line in the business district, with a view to ultimately taking over and operating all the lines of the city as the present franchises expire. The people voted largely in favor of the bond issue for making the test.

The rest of the country will watch the experiment with interest as this is the first city to vote for such a step, but San Francisco is rather socialistic in its tendencies and the success of the election is not surprising.

Building a street car line is one thing and operating it is another, especially when the ins and outs of politics are considered, as they always will have to be in the operation of municipal plants of any kind. It will be much more complicated—this operating a street car line with political appointees—than the operation of a water plant or an electric light factory, and San Francisco's experiment will be interesting, and more so since the bond issue was advocated by and warmly supported by William Randolph Hearst and his organs.

Jack Johnson knows where to "get gay" with officials and threaten to whip police departments. He knows better than to come south and try it.

If the saloon men of El Paso don't have some burning ears this week, it will be a sign that this is no sign that somebody is talking about somebody else, for the churches are holding a week of prayer to get their members in the proper frame of mind for a big anti-saloon rally Sunday afternoon.

## The Manufacture Of Fakes

A PITTSBURGH woman lost her hair and sight by the explosion of two celluloid combs in her hair while she was drying it over a gas jet. She had bought the combs for tortoise shell, and again, a death is laid at the doors of the fake manufacturers.

Only once in awhile do we read such items as these, but that is not as often as a death is chargeable to bad faith on the part of manufacturers. Many a person dies from poisoned foods and patent medicines, put up by manufacturers and sold to the public as clean, wholesome stuff.

The laws regulating pure foods and condemning fakes in manufacture might be even more strictly enforced than they are.

Poisoned canned goods have claimed four more victims—in California this time. Some manufacturers are responsible for murder. Maybe not legally, he is morally, just the same.

It pays to please. Did you see the story in The Herald where an accommodating young man got a horse and saddle simply because he discharged his duties towards a customer in the manner that any clerk should have done.

And Craig has turned up again. That fellow is about the smoothest article ever in this part of the country—and we have had some smooth ones.

Even if El Paso didn't land any of the new state appointments, she has kin-folks of two of the lucky ones, which is the next best thing.

Pearry is not going to make his trip to the north pole in dirigibles until after the Russians have tried it to the south pole. Wise boy, Pearry.

UNCLE WALT'S  
Denatured Poem

THE wintry winds are rude and keen; it jars me when I hear them roar; they're been in storage up between the feathers on the Arctic shore. But yesterday the skies were blue, and in the night a change above; it rained and hailed and blew and snow, and so I hug the trusty stove. Old Winter's now abroad, indeed, yet I make no complaint, in truth, as selfishly I sit and read, the latest volume by Old Sleuth. For I have coal and wood to burn, and pies to eat, a place to sleep; there's comfort every way I turn; it would be criminal to weep. I keep the good stove roaring hot, with all the coal that it will hold, and try to drive away the thought of hungry people in the cold. Of poor old famine-wasted bags, who once were maidens, fair to see; of children wearing scanty rags, and wailing in their misery; of better men than I, who roam the street beneath this bitter sky; of wanderers without a home, who faint would find a place to die. I cannot stand it any more! Such visions all my pleasure sweep! And so I'll shut the old stove door, and turn the damper in the pipe, and do some rustling in the storm, to help old age or stricken youth, and then come back where it is warm, and hit the pages of Old Sleuth!

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Over Mame

Girl Worth \$1,000,000 Writes  
Volume Of Romantic Poems

MISS ELLEN MARIE SINCLAIR.

Miss Ellen Marie Sinclair, Socially Prominent, Seeks Literary Honors.

THE ONLY WOMAN MEMBER OF BOSTON YACHT CLUB

Has Won Distinction in the Athletic Field and Is a Good Rifle Shot.

\*\*\*\*\*  
BY ELLEN MARIE SINCLAIR  
What is love, or who can tell us  
How the pleasing plague steals o'er  
Heart and soul and mind and spirit,  
Ruling all forevermore?  
Is it joy or is it anguish  
Peace or strife, or all in one?  
He who seeks to live without it  
Has not lived when life is done.  
\*\*\*\*\*

Miss Ellen Marie Sinclair, reputed to be worth a million in her own right, socially prominent in New York and Boston, and the winner of high honors in the athletic field, has taken to writing poetry and if the success which crowns her first offering is sustained her friends believe she will achieve fame in the literary field.

A book of poems entitled, "Random Shots," breathing romance, has just been issued by the young woman. It is the first work of the kind she has ever done and it reveals a talent that few of her host of friends knew she possessed. Miss Sinclair, who is spending the winter in New York, is one of the best

known members of the younger society set. She is the only woman member of the Boston Yacht Club. She is a daughter of Mr. and Mrs. Charles Sinclair and a granddaughter of the late Frank Jones, a millionaire, of Portsmouth, N. H. She is 23 years old.

The poems are affectionately dedicated to her mother. One of them bears the title of "Rose Song" and is typical of her other work. It is as follows:

The red rose sings of its passion,  
While the white rose sings of its love,  
Till listening heaven seems nearer  
Than all of the heights far above.  
I would send thee, I would send thee,  
With the red bud's heart of fire,  
And the soul of the pure white rose  
To calm the storms of desire.

Another gem of the new book is the stanza entitled "Parted":

You stand before me, and your eyes  
Meet mine  
With yearning, yet I may not touch  
Your hand!  
Your lips are dumb, alas! they give no  
sign.  
But, oh, with all your soul you understand.  
Ah! God, give us but this—the joy to know  
The power of love that each to each  
may cry  
Across the space; though bitter tears  
may flow,  
Still hope lives on and love can never die!

In athletics the young woman has won many honors. She is fond of all forms of outdoor exercise and is distinctly an athletic girl. She is an expert with the rifle. On March 21 of last year, at Pinehurst, N. C., she won a cup presented by John Philip Sousa, a leading big field of contestants with a net score of 88 and shooting with an allowance of 45.

The family residence is a handsome mansion at Portsmouth, N. H.

BEGGARS MUST STAY OFF BUSINESS STREETS  
Chief of police Ben Jenkins this morning instructed his men to prohibit begging on the crowded business streets of the city. He said: "These beggars must be kept below San Antonio street; if they want to beg let them go down and beg where they get drunk in the lower part of the city."

14 Years Ago Today  
Boy Shoots Woman By Accident;  
Chinese Actors Pass Through City

Deputy sheriff R. D. Harkey, of Eddy county, N. M., arrived in the city this morning on his way to St. Louis in search of Harry P. Brown, who is wanted in Eddy on a charge of embezzlement and is believed to be in St. Louis. He is said to be \$11,000 short in his accounts with the county, of which he was treasurer and of the Eddy bank, of which he was cashier.

H. L. Newman arrived from Kent this morning and will enter his father's bank here.

The protracted prayer meetings of the Baptist church will be held each evening during this week at 7:30.

Charles Gonzales, proprietor of the Palmer Hall dining room, gave a dance in honor of his guests last night.

Mrs. Davis, wife of the telegraph operator, was hit by a stray bullet while sitting in the front room of her home at the corner of Texas and Florence streets last night. Some boys were toying with pistols and one of the bullets struck her, not injuring her seriously.

The Southern Pacific train running west this morning, had 11 cars and two engines, four of the cars being taken from the T. P. Two of the cars were occupied by Chinese actors en route to Hong Kong, China in bond.

Tomorrow evening the Methodists will give an entertainment in Mrs. Wimberly's parlors. The program will include: Mrs. Wimberly, Miss W. M. Parker, Miss Gracia Allen, Dave Payne, Mr. Leverick. They will render several musical numbers which will be followed by an address on "The relation of young people to the church," by Rev. Mr. Eddington.

Rev. Dr. Morrison, secretary of missions of the Methodist church, south, was in the city this morning en route to Chihuahua and preached both morning and evening.

Elder Hallam occupied the pulpit at the Christian church.

A traveling man named Penny, from California, addressed the young men's meeting at the Y. M. C. A. this afternoon.

There was an interesting musical program at St. Clement's church this morning.

Rev. Mr. Grimes, of Laredo, Tex., occupied the pulpit at the Mexican Methodist church.

THE PASSING OF STEAM  
FOR POWER.

WASTE OF ENERGY IS ENORMOUS

By  
Frederick  
J. Haskin

IT is 140 years ago today since Watt took out the first patent on the reciprocating steam engine, and it is interesting to read the signs that betoken the approaching eclipse of this world revolutionizing invention.

Gradually man has been discovering new methods until the reciprocating engine, once the acme of economical transformation of heat to work, has become, by comparison, the agency of superlative extravagance. Not only is the cost of its operation serving to retire the reciprocating engine, but at least one realm has been discovered in which it can never enter—that of aeronautics.

## Turbines, to the Front.

Wherever there is a reciprocating engine it sees the specter of retirement. The steam turbine wants its job and offers to do its work at a much smaller cost. The gasoline engine claims that for small power output, it is the most ready and most economical. The electric engine claims that it can reduce to a minimum expense, smoke and noise, and that it can be relied upon to send its power hundreds of times further than the belt of a reciprocating engine can reach. Petrol is declared to be the most powerful power par excellence for the flying machine.

## Twentieth Century Picture.

Here is a picture which describes the superiority of the electric engine over the one invented by Watt. Behold a railroad outside of New York. On one track is the finest steam driven locomotive that ever pulled a limited train. It is rushing onward as if the very whirling around, and volumes of black smoke are pouring from the stack. Steam bursts from every valve and a mighty roar accompanies its flight. It is the steam driven locomotive at the very zenith of its power.

But behind it comes another. The second racer glides along as smoothly as a meteor sweeping down a reach of sky. No steam, no smoke, none of the familiar things about an engine which betokens maximum steam pressure and a wideopen throttle. Yet silently this way going monster bears down upon the other train, closes the gap between them, and then passes on with the ease of a Kentucky thoroughbred passing a plowhorse. This picture might be called "the passing of steam."

## Lacks Economy.

While the reciprocating engine is too slow for this swift age, during the century and a quarter of its perfected existence it has conferred incalculable benefits upon man, especially when made part of a locomotive. The principal indictment drawn against it does not rest forth that it fails to do its work well, for two-thirds of all the power used in manufacturing is employed through the reciprocating engine, and perils nine-tenths of all used in transportation. It is the lack of economy.

Systems of cost-keeping and studies of conservation doctrines have revealed that the reciprocating engine makes power too expensive, wasting and squandering dozens of times more than it uses.

The scientifically trained engineer, who speaks in the language of heat units, potentiality, condensation and calories with the same ease that characterizes the physician in referring to ganglia, hemiplegia and thrombosis, has discovered that he needs a whole regiment out to fight and that only a company gets to the front prepared for action.

In other words, he puts 1120 heat units into the firebox of his boiler, and only 100 of them get through to help turn the shaft which drives the machinery of the plant. The other 1020 escape or are used up in other ways.

## Waste in the Exhaust.

Of these, 224 use the very first avenue of escape from the temporary sentence of hard labor, getting out through furnace radiation and flue gases. One hundred and twelve more of them shrink duty by getting away through steam pipe radiation. And then comes the exhaust, where 667 of them more than half the number who started in, make a bold dash for liberty and succeed in reaching the circumambient. This leaves 117 ready for service. Seventeen of these must run the engine itself, leaving only 100 for the machinery to which it is hitched.

When one remembers that nearly half of the coal that is in the mine is wasted by improper mining methods, and that only 2 percent of that which reaches the factory is made to do gainful work, he will see what a tremendous waste of energy there is under modern methods of power production. Leaving entirely out of the account the energy employed in the mining and the transportation of the coal, which is no inconsiderable item, less than 5 percent of the power represented by the unmined coal can be utilized in gainful work, when the reciprocating engine is the

medium by which heat is turned into work.

Gas Engine Makes Inroads.  
Steam has seemed most safely entrenched as a motive power in what are known as the heavy industries, such as steel and iron foundries. The metal industries alone have consumed 30 percent of all the steam power used in manufacturing. But even here the gas engine is making inroads on its steam competitor.

A recent order placed by the United States Steel corporation is only one of hundreds that are contained in the current news of the engineering world. It calls for 24 gas engines with frames weighing 115 tons each, all of the twin tandem, double acting type. Half of these are for blower service and half for power. The blower engines will weigh 2,000,000 pounds and the others only slightly less. A flywheel weighs 150,000 pounds, each crank has a five foot stroke, and each crank shaft weighs 100,000 pounds.

## Power for Flying Machines.

It is said that if a census of flying machines were taken today, there would be found that there are fully 1000 of them in Europe and America which actually fly. The United States has more than 200 of these.

It had been thought, prior to the demonstrations of the Wrights, that the success of aerial navigation depended upon the construction of engines which could register almost as many horsepower as they weighed pounds. Some of the early designs called for a horsepower for less than two pounds of weight. But the Wright experiments showed that while minimum weight was a very desirable attribute of a flying engine, it need not be obtained at the sacrifice of efficiency.

## Waste of Power.

The enormous waste of power in the United States through the average steam plant is illustrated by H. St. Clair Putnam in an article on the conservation of power. He says that there is 30,000,000 horsepower being lost by failure to harness the water courses of the country, and that it would require 500,000,000 tons of coal a year to duplicate this power. He states further that if the most perfect steam electric plants known were used, it would still require 225,000,000 tons of coal a year to duplicate the power the raindrops possess as they hurry on to the sea through the river beds.

It will be seen from this that he regards the use of steam electric plants as practically three times as efficient as the average steam plant with reciprocating engines. He figures that this power would suffice to move every railroad train and street car, and turn every wheel of industry in the United States if it were utilized through hydro-electric plants.

## Water Power Practicable.

The practicability of this is shown at Niagara Falls and elsewhere. In some places one may look from the car window and see the water in the rapids turning the big wheels of a hydro-electric plant, which means that it is pulling the train up the mountain with the force of its downward rush.

But even the new powers that are being used are wasteful only in a less degree than steam through the reciprocating engine. While it requires 1120 heat units in the firebox to give 100 at the shaft, with the reciprocating engine the producer gas engine gets its 100 effective units from 525 in the firebox. The saving as compared with the steam engine amounts to more than half, yet even at this only 19 percent of the inherent power in the coal is made to do effective work at the shaft.

## Gas for Motive Purposes.

It has been shown that gas for motive purposes may be transmitted for considerable distances just as well as electricity. This is leading many engineers to consider the feasibility of locating central gas power stations at the coal mines, thus saving almost the whole cost of transportation of fuel for many miles. The sawmill is located contiguous to the forest and the packing house stays reasonably close to the stock raising section, because the finished product is shipped cheaper to transport than the raw material. In the case of the central gas power station the gas would be transported in pipe lines and would represent the finished product.

A wave engine was tested recently on the California coast, and it developed 15 horsepower. As it is estimated that the average wave breaks upon the beach with a force of 17 tons to the square yard, it will be seen that if a way is found to harness the waves power may soon become still more inexpensive.

Tomorrow—Turbulent Central America.

## The Tall Man and the Low Signs

A DISSERTATION ON ORDINANCE BREAKING IN EL PASO

"Is it against the law," asks the tall man, "for a chap's high brow—or even low brow—to be more than six feet in altitude?" "It seems so in this man's town," added the tall one.

Of course everybody knows that the tall man is "sore" because some awning rail broke his hard hat. Everybody knows that he is a knocker, and that in a city of boosters.

But as is often the case, the knocker has laid bars, with caustic sarcasm, some genuine need of civic reform. "Grafters thrive where knockers don't," is the epigram up to the minute.

Now the six-foot-two knocker has discovered because he is higher (in altitude) than the most of men, that many awnings and a few signs are hung unduly low in "this man's town." He has discovered it, has howled about it—because some grocer's awning collided with his upper story to the demolition of that now thrice-thirty-seven and-a-quarter hat.

No, it is not against the law to exceed more than six feet in height, only against the law of nature maybe. On the contrary it is against the law for an awning to be less than 10 feet above the sidewalk; a sign lower than 12 feet from the sidewalk.

The city ordinances explain very explicitly about all that more than hinting about pretty fines for violations and so forth, "the aforesaid, be it known as"—and all that.

Yet the knocker, and some tall persons who are not knockers, run into iron awning rods, and have their hats brushed off by canvas flaps, not only on outlying but along many down town sidewalks.

"They should have boys out in front of the store to holler 'low bridge,'" growls the knocker.

Maybe some time the proper officials will inspect a few well known ugly awnings. And then the knocker will have to find something else to knock about.

## CANNED FRUIT KILLS TWELVE

Santa Monica, Calif., Jan. 5.—Two additional members of the Marquez family, victims of ptomaine poisoning as a result of eating canned pears at New Year's dinner, died today.

Eleven of the 12 persons who partook of the dinner are now dead and one survivor is not expected to live.

## FARMERS FIGHT A DUEL

WITH SHOTGUNS OVER RENT  
Tyler, Tex., Jan. 5.—Lee S. Smith and J. E. Drevett fought a duel with

shotguns near here late yesterday, following a dispute over farm rental. Both were slightly wounded. Several shots were fired.

LETTERS  
To the  
HERALD

(All communications must bear the signature of the writer, but the name will not be published where such request is made.)

## AUTOMOBILISTS AND OTHERS.

Editor El Paso Herald:  
So they have changed the motor-cycle cop because the other one failed to get results. Now, I want to tell you some things about El Paso that will sound so bad to you that The Herald will hesitate to print this letter. However, it's purely a family quarrel, for I live in El Paso, and have a good opinion of it in other respects. But there exists here a deep rooted prejudice against automobiles and automobile owners.

This is nothing but the narrow minded jealousy of people who can't afford to own one. Now, I'm going to enlighten the benighted by telling a few of our troubles. Nine people out of ten who drive horses in El Paso, and this percentage is swollen by the delivery boys, drive on the left hand side, or else zigzag down the middle of the street.

True, at the busiest crossings down town there is a policeman stationed to direct drivers to their own side of the street, but at none of the other crossings or streets do drivers pay any attention to where they are going. The lines are held loosely, and very often they are looking back shouting some message to someone.

Just to illustrate: I was driving my car down Texas street. I slowed down to four miles an hour, and turned in at Stanton. There is a building at the corner that prevents the seeing what is around the corner. Till you turn. When I got far enough around the corner to see, I was just about 10 feet from a boy driving straight toward me on the left hand side of the street, the lines held loosely in his hand, his mind gathering cob webs.

Well, I escaped hitting either the horse, wagon, or sidewalk, by about an inch each way, but I had hit him. All El Paso would have thrown up its hands in horror at "the reckless driving of these automobile people who really think a poor innocent delivery boy than a yellow dog."

The way the delivery boys drive is a rank outrage, but nobody says a thing about that, and some day someone will be injured or killed outright, and all the blame will rest on the automobile driver. To us auto people may speed and if we break the laws, we are no better than any other lawbreaker, but also, we are no worse.

Another thing: Pedestrians pay no attention to the horns. They meander along in a careless way down the busiest streets, as though they were picking posies on their estate.

I wonder if anybody in El Paso has ever been in Los Angeles? One thing is certain: If they have seen the streets, they never lived to come back and tell the home folks what a city it like.

Nons of us want mercy; we ask for justice. Arrest us for speeding, but also arrest the horse drivers when they drive on the left hand side. And pedestrians, all please, be alert when you cross a street.

We don't ask you to pick your skirts to the knees and make a home run; we just ask you to remember that you are in town and not cruising the summer seas in a Vanderbilt yacht.

An Auto Driver.

ANOTHER CLUB  
FIRES DR. COOK

The Institute of Arts and Sciences of New York Drops Explorer.

New York, N. Y., Jan. 5.—Dr. Frederick A. Cook has been dropped from the membership of the Institute of Arts and Sciences. Dr. Cook was a member of the executive committee of the department of geography.

Cook's Notes Received.  
Copenhagen, Denmark, Jan. 5.—Dr. Frederick A. Cook's original note books have been received here and will be examined at once. Rector Salmonson says, however, that he has seen the note books and is still convinced that the explorer's claim to the discovery of the pole is not bonafide.

INCENDIARIES  
FIRE POSTOFFICE

Three Attempts Are Made to Wreck Building at Garner, Texas.

Weatherford, Tex., Jan. 5.—After three attempts to blow up the post office at Garner, 15 miles from here, incendiaries early this morning set fire to the building. The postoffice and its contents were not destroyed, except \$100 worth of stamps.

These attempts are the result of animosity toward the postmaster. No arrests have been made so far, but the authorities are investigating.

JUDGE IS SICK;  
JURY LOCKED UP

Federal Grand Jurors May Be Detained Indefinitely at Sherman.

Paris, Tex., Jan. 5.—According to advices received here, the federal grand jury which was empaneled at Sherman Monday has been forced to remain locked up in room indefinitely, following the sudden illness which attacked judge Bryant, just after convening court.

Bryant was taken to a sanatorium and is still unable to leave. Chief deputy marshal Fisher returned here today from the Sherman court.

## CHAMPION HARD LUCK STORY

Terre Haute, Ind., Jan. 5.—Here is a real hard luck story. John Sudbrink, who has been insane since he was injured two years ago while working as a brakeman on the Big Four railroad, has been restored to sanity by an operation on his skull, only to be told that the \$18,000 damages he obtained from the company has been expended in medical treatment.

## EL PASO CASE AFFIRMED.

San Antonio, Tex., Jan.